

The Hong Kong Daily Press.

No. 4832 第二十三百八十四號

日三十月四年西癸治同

HONGKONG, FRIDAY, 9TH MAY, 1873.

五月九日

港

PRICE \$2 PER MONTH.

Arrivals.

May 8, Ocean Queen, Brit. str., 221, Frahm, Amoy 6th May—General—E. J. SAGE.
May 8, GLENLIVET, Brit str., 1,375, H. Auld, Saigon 4th May—Rice—HURST & CO.
May 8, THOMAS BROWN, Brit. bark, 279, W. Steele, Newcastle, N.S.W., 12th March, 360 tons Coal—ARNHOLD, KARDEN & CO.
May 8, CEDAR, German brig, 345, Brum, Bergen (Norway), November 10th, 240 tons Fish—BOEKRAAD & CO.
May 8, FAR-CROX, Spanish str., 1,031, Parma, Macao 8th May, Coal—PANT, EHLERS & CO.
May 8, PRESTO, Ned. bark, 420, N. Irgens, Saigon 16th April, 2,500 piculs Rice—ED. SCHULTE & CO.
May 8, NORNA, Brit. steamer, 606, Milson, Swatow 7th May, General—KUOK AHCHONG.

Departures.

May 8, WILHELM, for Whampoa.
May 8, KIN-YONG-TRU, for Saigon.
May 8, VILLA DE KRAVATIA, for Iloilo.
May 8, JESSE MCDONALD, for Keeling.
May 8, KWANTUNG, SUT, for East Coast.
May 8, MATILDA, ATHELING, for Melbourne.
May 8, VEGA, str., for Yokohama.

Clearances.

At the HARBOUR MASTER'S OFFICE,
MAY 8TH.
Kwangtung, str., for East Coast.
Matilda Atheling, for Melbourne.

Passengers.

For Ocean Queen, str., from Amoy—
For Hongkong—Mr. Cavanagh and 2 Chinese.
For Preto, from Saigon—
6 Chinese.
For Norna, str., from Swatow—
Mr. Dulghish, 1 European deck, and 151 Chinese.

For Vega, str., for Yokohama—
Moers, Waleke, E. de Cijadas, Valette, Kavayon, Utsumony, Pohl, A. Kana, 10 Marines and 2 officers.
For Kwantung, str., for East Coast—
For Amoy—Mr. Martin, for Foochow—
Messrs. Robinson, Newmann and Wood, and 300 Chinese.
For Matilda Atheling, for Melbourne—
1 cabin, 1 distressed seaman, and 20 Chinese.

Reports.

The British steamship *Clarendon* reports left Saigon on 4th May, had moderate breezes and fine weather throughout. On the 5th, passed a brig rigged steamer, bound South.

The British steamship *Norva* reports left Swatow on 7th May, had light breezes and fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Ocean Queen* reports left Newcastle on 6th May at 5 p.m., had fine weather throughout. On the 5th, passed a brig rigged steamer, bound South.

The British steamship *Norva* reports left Newcastle on 7th May, had light breezes and fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 8th May at 5 p.m., had fine weather throughout. On the 5th, passed a brig rigged steamer, bound South.

The British steamship *Norva* reports left Newcastle on 9th May at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 10th May at 5 p.m., had fine weather throughout. On the 5th, passed a brig rigged steamer, bound South.

The British steamship *Norva* reports left Newcastle on 11th May at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 12th May at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

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The British steamship *Norva* reports left Newcastle on 14th May at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 15th May at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 16th May at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 17th May at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 18th May at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 19th May at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 20th May at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 21st May at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 22nd May at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

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The British steamship *Norva* reports left Newcastle on 25th May at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 26th May at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 27th May at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 28th May at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 29th May at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 30th May at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 31st May at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 1st June at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 2nd June at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 3rd June at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 4th June at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 5th June at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 6th June at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 7th June at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 8th June at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

The British steamship *Norva* reports left Newcastle on 9th June at 5 p.m., had fine weather throughout. In Swatow, the steamships *Essex*, *Alakante*, *Nanow*, *Shaftebury*, and *Acintha*.

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worthy. It must, for instance, be taken for granted that there will be no war—foreign or domestic—no stagnation on particular industries, “no falling-off in the exceptionally heavy demand for French goods, which rises after the return of peace, two years ago. More than all, it must be assumed that France will have had a remarkable harvest as that which followed the war. But, even granting that all these favourable suppositions should turn out as hoped, the prospect is not very satisfactory. In order to procure the trifling surplus which he estimates for 1874, the Minister of Finance has to impose fresh taxes, from which he hopes to derive a million and a half sterling, to meet an augmentation of above five millions sterling in the expenditure. It nothing should occur to devolve the Minister's responsibility, there will apparently be this result—that all the taxes will be imposed by the taxation, and that the extraordinary items of outlay will in five years be reduced to an amount small enough to be easily transferred to the floating debt, which will then amount to nearly forty millions sterling. At present, that convenient item—thanks to the deficit of £3,000,000 for 1872—represents a total of about £34,000,000. You see that it is possible to get deeper into debt without adding to it, and that the prospect of French war is not, in her ordinary expenditure, by itself, dependent on her continued ability to pay heavy taxes, which are calculated to provoke riot and disturbance. A mere cartoon—however keen or however broad its satire, has no such effects; and hence it is that *Punch* enjoys a liberty not conceded to a stage manager. In short, the proceeding at the Guildhall prove to demonstrate that the recent veto of the Lord Chamberlain was not exercised upon party or even upon political grounds, but upon the broad and general principle that nothing is to be done which would be calculated to lead to tumult or disorder. Both the rule and its justification are so clear that it is strange any misconception should ever have existed upon the subject. It is an amusing instance of what has been called “the conflict of law,” that, although Messrs. Righton, Fisher, and Hill are no longer allowed to “make up” in Cabinet Ministers, yet a picture faithfully representing them as “indoors” should be protected against piratical imitations.

THE CHINA TRADE.

I hear some deplorable accounts about the losses in the India and China trades, and of course it will not do even to hint at half-bear. But unless matters improve very shortly, a sad day of reckoning cannot be long delayed.

THE SUEZ CANAL.

I cannot understand the action of the British Government with respect to the Suez Canal. A telegram from Constantinople states that our Minister has instructed the increased rates, and the Sultan responsible for indemnity in the shipowners, whilst on the hand it is asserted that the Governments of Russia and Germany have intimated, in a semi-official manner, to M. de Lessers, that they consider the Suez Canal Company justified in collecting the dues according to the now method.

COMMERCIAL INTELLIGENCE.

MAY 8TH, EVENING.

New Patna, \$523 to \$557, cash and credit; Old Patna, \$66 to \$650, cash and credit; New Patna, \$55 to \$650, cash and credit; Old Patna, \$65 to \$600, cash and credit; Patna, \$50 to \$600, cash and credit. Market quiet for all kinds.

SHAKESPEARE.

Hongkong and Shanghai Bank Shares—58 per cent. premium. A telegram from Constantinople states that our Minister has instructed the increased rates, and the Sultan responsible for indemnity in the shipowners, whilst on the hand it is asserted that the Governments of Russia and Germany have intimated, in a semi-official manner, to M. de Lessers, that they consider the Suez Canal Company justified in collecting the dues according to the now method.

SPAIN.

It is really not worth while to inflict upon your readers any detailed account of the course of affairs in Spain. There is a division in the cabinet, a spirit of mutiny in the army, which it is said is spreading to the navy. The Carlist insurrection has more lives than a cut, for it seems to drive on its defects, which are all we know. The Carlist cause becomes deadlier, and when the minority have exhausted their powers of vituperation and revolt, they rely on the knife and the pistol. The country is to be pried of its folly by the wasting plague of anarchy, which threatens desolation. Meanwhile, just as a dying courtesan wishes her face rouged and her hair decked out, that her corpse may look lovely, so is she destruction, and antagonism of race are fast consuming her.

THE CITY FORGERS.

Three of the four men who were concerned in the great City forgeries are now in custody—namely, Edwin Noyes—who is in the House of Detention under remand from the Mansion House—McDonnell, who was secured in New York; and Austin Bidwell, alias Frederick A. W. Warren, who has been apprehended at Hongkong. He is kept in close confinement, and will be surrendered to the London police on their reaching there to him. George Bidwell is the only one now to be captured, and it is thought that he will be captured in the course of a few days.

McDonnell was arrested in New York on the 20th, on the arrival of a steamer from Havre. He is said to belong to a notorious gang of swindlers in New York. Detective-sergeant W. H. on route for New York for the purpose of bringing him to this country, and his arrival may be expected about the middle of April. Valuables were found in his possession to the amount of £70,000.

It seems that Austin Bidwell, alias Warren, fled from London to Paris early in March, after the capture of Noyes. He was traced to the French frontier by an English detective; but the officer, unfortunately, was too late to secure him, as he managed to escape in a steamer bound for Havannah. A telegraphic despatch, however, was immediately forwarded, and that led to his apprehension. It is known to have assumed the name of C. J. Johnson as well as that of Warren. On Saturday evening another officer was despatched with a warrant, signed by the Lord Mayor, copies of despatches, and photographs, to the Havannah, to take charge of the prisoner.

It is believed that the bills, which were used in carrying out the frauds, were engraved in the city, but it will be a difficult matter to prove that the engraver knew the real purpose for which they were engraved. The bills, of course, have bill forms, and, as far as possible, might be that it is this case only for which questions were asked. The French authorities have some information on the subject, and the parties who undertook the commission will be called upon to identify the accused. Although the prisoner, Noyes, is at present only charged with conspiracy, he will be henceforth treated as an accessory before the fact, whilst, by a recent Act, will play him in the same position as a principal, and, under the law, liable to penal servitude for the remainder of his life.

The bonds sent by Austin Bidwell to Messrs. Duncan, Sherman, and Co. and the New York Safe Deposit Company, have been seized on a writ of attachment. Judge Fancher, of the Supreme Court, has also, on the affidavit of the attorneys of the Bank of England, attached Bidwell's estate in Chicago.

COMMERCIAL MORALITY IN THE UNITED STATES.

Commercial morality has attained such a degree of intensity in the United States, that the consequences, apart from the national disgrace which they involve, are seriously affecting the prosperity of the country. I suppose the evil will ultimately cure itself, but I am sorry to say that I do not think this consummation will be attained during the presidency of General Grant. I am a strong admirer of the man myself, as I think he is a clear-headed and single-minded man, but the ascendant party, which has been put in power, is becoming disordered and unpopular because of the corruption which thrives under his auspices.

In addition to the numerous and gross which have lately occurred in the United States, a case has lately come before the French tribunals, peculiarly illustrative of the spirit of zealous enterprise which now prevails in that country. It is the case of a gigantic umbrella called the “Trunk Umbrella” Railway. The defendants were men of high degree. They were sentenced yesterday for swindling, by means of false representations, to the following terms of imprisonment—M. Crampont, to four years; M. Lissignol, to two years; M. Poujol, one year and a fine of £3,000; M. Gauldrel, to three years; General Fremont and M. Frost and Auffret, who were absent, to five years and a fine of £3,000 each. All of them were jointly declared responsible for the damages and costs. Those of the condemned, who were present, were sentenced on leaving the Tribunal.

YOU are no doubt aware that Fremont was once a candidate for the Presidency. Many Americans are deeply implicated besides him. I cannot myself see any difference in guile to bewitch these people and the forces in the City.

THE HAPPY LAND.

Since the interference of the Lord Chamberlain with the “Happy Land,” the obvious

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
LONDON TO SUEZ CANAL	Diamond (str.)	Butterfield & Swire	On or about 14th inst.		
Do	Glynn (str.)	Butterfield & Swire	On or about 28th inst.		
NEW YORK	Jessie (str.)	Hartmann	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do	Sea Mew	Hartmann	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
SA FRANCISCO	Sumatra	Ferdinand Brumm	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do	Cyphers (str.)	Sam Stephen	Hongkong	Jardine, Matheson & Co.	Quick despatch.
BANGKOK	Galaxy of Lorne (str.)	Robinson	Hongkong	The China Trade Pacific S. Co.	On the 24th inst. at 4 P.M.
MANILA	Conchita (str.)	Lorraine	Hongkong	Remond & Co.	Quick despatch.
Do	Salvadora	Hornache	Hongkong	Brundage & Co.	Quick despatch.
SAIGON	Crown Queen (str.)	Henry	Hongkong	Kwong Lee Yien, Ah Yon	To-day at 4 P.M.
YOKOHAMA	Homay (str.)	W. S. P. & O. S. N. Co.	Hongkong	Quick despatch.	
SHANGHAI AND HANKOW	Tobiah (str.)	W. S. P. & O. S. N. Co.	Hongkong	Wm. Pustau & Co.	Quick despatch.
SHANGHAI	Shafesbury (str.)	Bourdon	Hongkong	Macpherson Macpherson	At-day at 5 P.M.
Do	Delta (str.)	Delta (str.)	Hongkong	P. & O. S. N. Co.	Quick despatch.

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TE, VALENCIENNES, and other LACES.

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